

Final Design Begins

Wisconsin Department of Transportation (WisDOT) gave the start notice to the Highway 12 final design consultant team immediately following approval of the Final Environmental Impact Statement (FEIS) in March 1999. Underway since April, we have made substantial progress, but have much left to do.

Final design involves in-depth engineering at many levels. It is based on the cross-section and route for Highway 12 approved in the environmental document.

The final design phase produces two types of important documents that bring to closure the years of planning and analysis of alternatives and impacts. One type is the right of way plats that show affected properties and allow the real estate acquisition process to proceed. The second type is the road plans and specifications that the construction contractors will use to build the 18-mile corridor. The project has been split into five different sections for design and construction staging purposes. See map on right. Design for all sections should be done by early 2002.

Public Meeting

WisDOT and the final design team invite you to attend the first informational meeting for the Final Design Phase for Highway 12. The meeting will be held on:

Informational Meeting

Thursday, February 3, 2000 from 5:00 p.m. to 8:00 p.m.

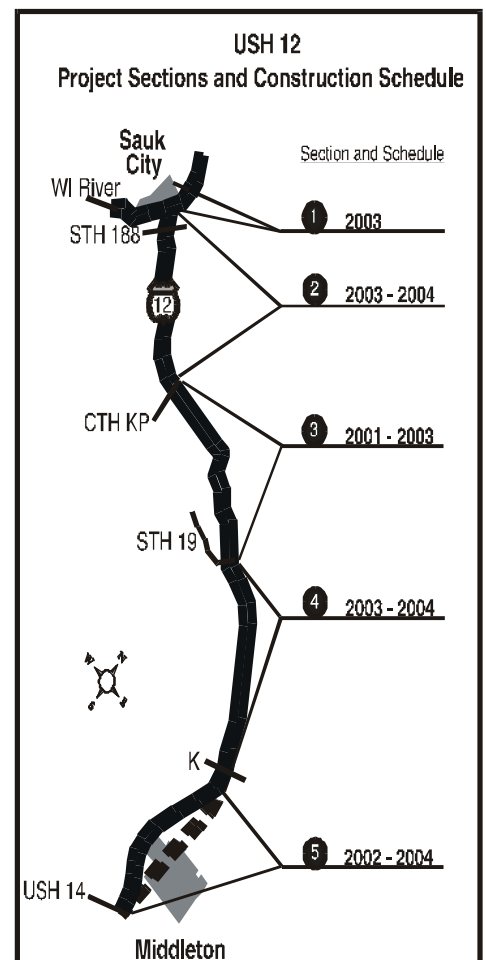
at the Middleton High School Student Center, 7400 North Avenue, Middleton, WI.

This meeting will be an open house format. No formal presentations will be made, please come at a time convenient to you. The design team members, WisDOT officials, and real estate staff will be available to answer your questions.

What will you see that is new on February 3, 2000?

Exhibits will include:

- ! final alignment for the 18-mile corridor and side roads
- ! proposed access points
- ! bike path location along Highway 12
- ! aesthetic treatments for bridges in the Middleton Bypass area
- ! Ice Age Trail overpass bridge conceptual drawings



Highway 12 Design

The following are developments made on the design of Highway 12:

! Middleton Bypass

Middleton gains two local relief routes. Bridges carrying Highway 12 over existing Schneider Road and over a newly-planned extension of Murphy Drive were not part of the original plan for the Middleton Bypass, but they will be included now. Concern about relief routes for local access prompted WisDOT to initiate the idea for the connections and approve the additional expenditure.

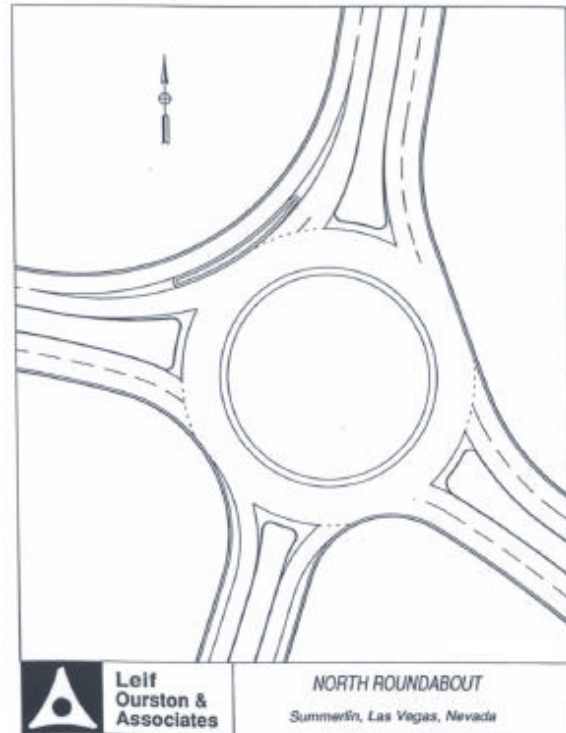
! Middleton Roundabout A roundabout can be an efficient means of channeling traffic through an intersection without the use of signals. A roundabout may be the answer for the connection of Murphy Drive, Parmenter Street, the planned northbound Business 12 off-ramp and the existing Highway 12 north of Parmenter. Roundabouts are designed for lower, urban speeds and the entering traffic yields to circulating traffic. Benefits offered include shorter delays, increased capacity and safety. The feasibility of a roundabout

design is being studied and should be completed in Spring 2000. An example of a similar roundabout built in 1990 that has had good results is shown on the right.

! Springfield Hill Realignment and the 911 Tower

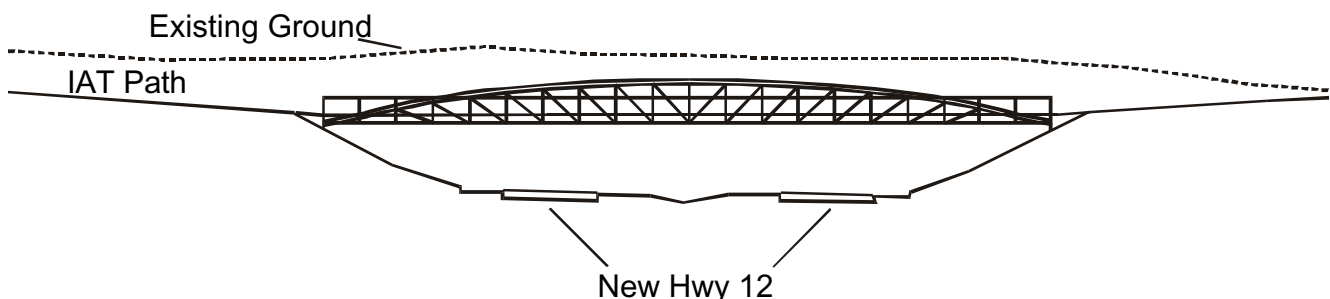
Design engineers have adjusted the proposed alignment for Highway 12 by approximately 200 feet to the south near Simpson Road. Relocation of a Dane County 911 tower, estimated to cost \$1 million, can now be avoided and proposed right of way that was previously abutting farm buildings now provide a buffer space. Approval of the realignment in this area by DNR officials came after working with designers, DNR and WisDOT to minimize impacts to natural resources.

! Ice Age Trail (IAT) Pedestrian Overpass Through the environmental study phase, a box culvert was the assumed



method of providing access across Highway 12 for pedestrians using the planned Ice Age Trail. For aesthetic reasons, and to make the crossing more compatible with a trail, the design team proposed a pedestrian bridge overpass of the highway that will be a bowstring truss. The truss will span all four lanes of Highway 12, approximately 1000 feet west of Simpson Road. This structure will help showcase the Ice Age Trail to the motoring public. See the schematic view below.

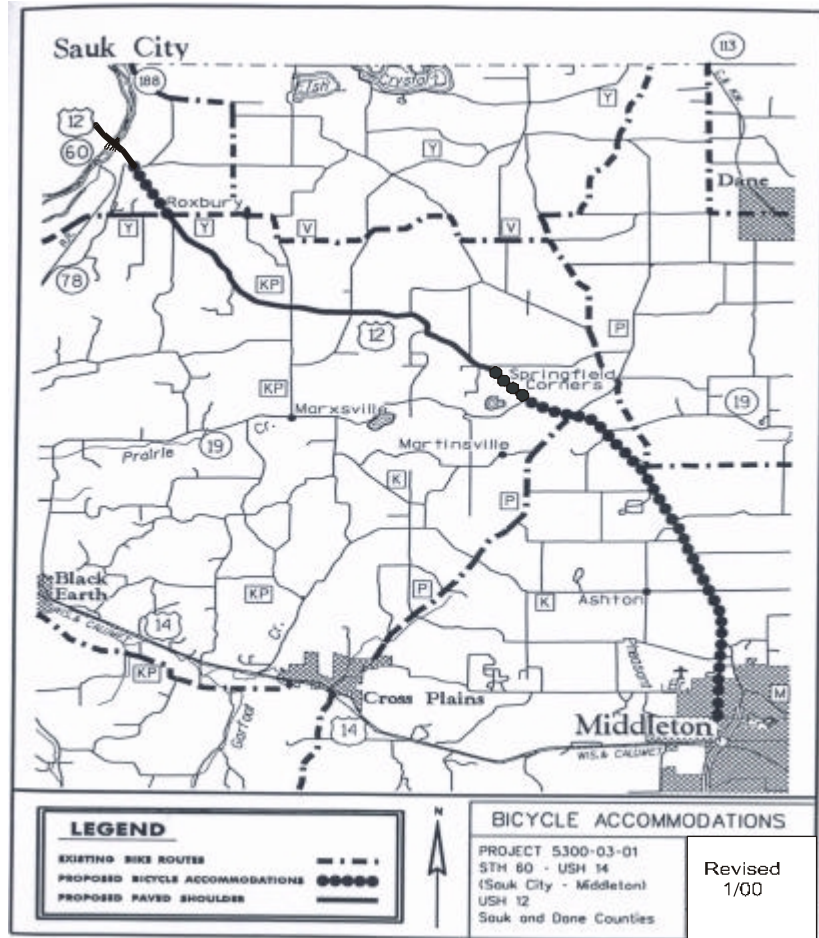
Elevation View of Proposed Overpass



Bike Path

The Highway 12 bike path, with off-road and on-road segments, has been a planned feature of the project throughout the environmental study process. Now that more in-depth engineering has been completed, the actual location of the bike path along Highway 12 is set as shown on the map to the right.

The placement of the path on one side of the highway or the other was based on how the highway and path fit into the surrounding landscape. An off-road portion of the path was recently extended from a termination point at WIS 19 West, west about 5500 feet to Rauls Road. This was done to allow a better connection to the local road system south of Springfield Hill and to the planned Ice Age Trail.



Frequently Asked Questions

How wide is the bike path and will it be paved?

The off-road bike path will have a ten-foot wide asphalt paved surface with grassed shoulders.

Why are off-road paths provided on the west and east ends of the project but bikes have to use highway shoulders in the middle?

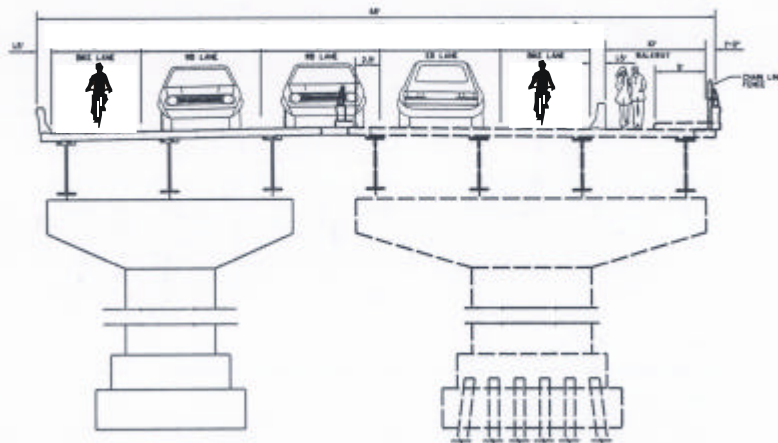
The off-road segments of the path were located according to anticipated ridership. The west and east ends of the project have destination points and

connections for both recreational riders and commuters. Examples of these destinations are existing parks and trails in Sauk City, the bikepath system in Middleton, Indian Lake County Park, Springfield Corners and Ashton. The seven-mile long middle section was determined to have limited attraction by users since it is a substantial distance from any destination point. For those bicyclists undertaking the trip from Sauk City to Middleton, a ten-foot wide paved shoulder will be provided on each side of the highway in the middle section. Bicyclists can either use this shoulder or local roads to reach their destination.

When the off-road bike path is between Highway 12 and my property, I want bicyclists to know where my private property begins. How can WisDOT help me?

In the rural segments, (Sections 2, 3 and 4) property owners with the bike path across their property will be offered a split rail fence in front of the residence, and a woven wire along any field or farmyards. The fences will be placed on the property owner's land and become the property of the landowner. Construction permits will be obtained to install the fence during the real estate acquisition process.

PROPOSED TYPICAL SECTION, USH 12
WISCONSIN RIVER STRUCTURE - SAUK CITY
(LOOKING EAST)



KL Engineering, Inc.
1000 N. Kalamazoo Ave.
Suite 100
Kalamazoo, MI 49001
(269) 385-1100
www.kleng.com

(Section 5) the bike path will be fenced from the freeway using chain link fencing. If the adjacent property owner wants a fence, a split rail fence will be used. The split rail fence will be on the property owner's land as in rural segments.

How are bikes accommodated on the Wisconsin River Bridge?

The new bridge will accommodate bicycles in both directions with a 9-foot bike lane on each side. See bridge cross section above.

Landowners' Needs Being Met

Property owners impacted by the Highway 12 project have the chance to review plans and meet with designers and WisDOT real estate staff long before the right-of-way plat is finished. The goal for the meetings is understanding: the scope of land needs, impacts to property owners,

workable solutions to reduce impacts and the real estate acquisition process.

To date, meetings have been held in the Town of Roxbury and City of Middleton to talk to property owners in Section 3 (County KP - WIS19 West) and Section 5, the Middleton Bypass area. More are planned for each of the five project segments. The first meetings for Section 1 and Section 4 will be in late February 2000.

The design team has made revisions to the plans as a result of the meetings so far. The changes include raising a section of roadway to eliminate taking a farm building and provision of a cattle pass to preserve a farming operation.

With no more than 10 to 15 affected property owners invited to any one meeting, there has been time to talk face to face - about access, the real estate acquisition process, drainage issues and other concerns. A

second meeting with the same group of property owners will be held just before the plat is completed to talk again with real estate agents and "check back in" to confirm that any remaining issues raised at the first meeting have been resolved.

Dane County Planning Group Formed

Five million dollars in transportation funds have been set aside for the purchase of land or development rights along Highway 12. This money was part of the agreement between Dane County and the many agencies involved in the approval of the FEIS. Recently, the Dane County Executive has appointed a team of planners and specialists in farming, engineering and land use to work with WisDOT as final design proceeds. The team's goal is to prepare a US 12 plan as called for in the implementation agreement. This plan will determine procedures and priorities for expenditure of the funds. Jim Mueller of Dane County Parks Department has been appointed the team leader. Jim notes that the team hopes to submit recommendations to the County Executive in January 2001.

MOA - Farmland and other Resource Protection

- \$5,250,000 in Transportation Funds for Dane & Sauk Co's PDR fund
- \$500,000 Planning Services Master Contract
- \$250,000 to sponsor part of a national study to help predict landuse impacts from transportation improvements

One aspect of Highway 12's Memorandum of Agreement

H i g h w a y 1 2 U p d a t e

Contact Person

Questions about the project can be directed to the project manager. The Highway 12 Project Manager is Joan Petersen. You may reach Joan at the following contact sources:

Joan Petersen, P.E.
Hwy 12 Project Manager
Strand Associates, Inc.®
910 West Wingra Drive
Madison, WI 53715
(608) 251-4843;
toll free (888) 866-1212;
fax (608) 251-8655
joan.petersen@strand.com
www.strand.com

Design Team

Four area engineering firms make up the final design team. The teams are led by **Strand Associates, Inc.®** and the other teams include, **KL Engineering,** **MSA Professional Services,** and **Westbrook Associated Engineers.**

Each of the consulting firms is responsible for a distinct segment of the 18-mile project with Strand® also providing overall project management. WisDOT bridge engineers are responsible for design of all bridges and box culverts.

Highway 12 - In Brief

Project Purpose

Address safety concerns, roadway deficiencies, and traffic capacity.

Project Cost

\$70 million (estimated)

Significant Features

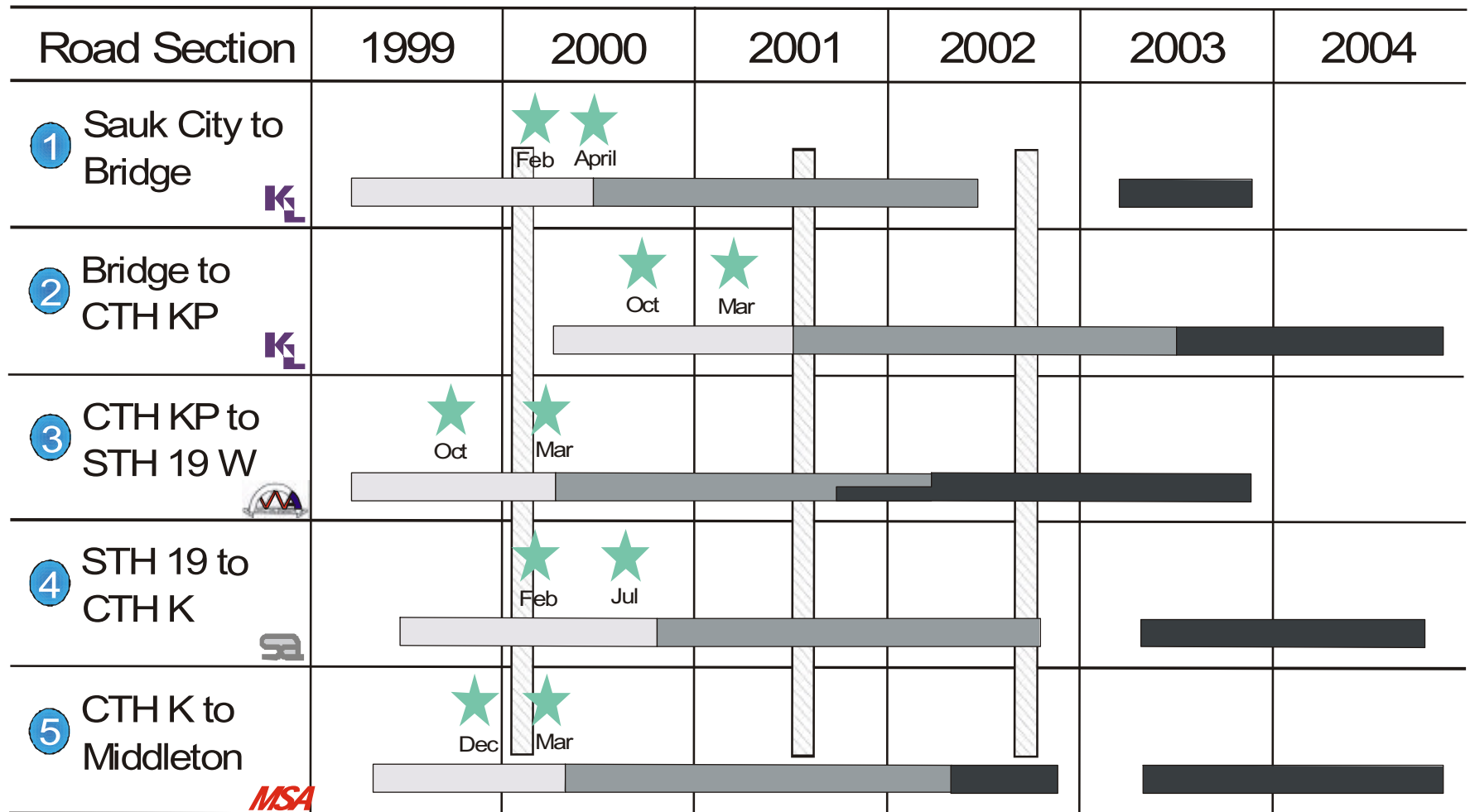
! 15.6 miles of 4-lane divided rural expressway along predominantly existing highway corridor

! 2.4 miles of 4-lane divided rural freeway on a new alignment

! Access at three interchanges in the freeway section

! Business 12, Airport Road, US 14/University Avenue.

Project Schedule



Area Open House



Public Informational Meeting



Design & Right-of-Way Plat



Right-of-Way Acquisition



Construction